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1.	Intro		I-1	Is there a break down of the 3.9 billion-dollar improvement plan for rail and bus?	Please check the Sound Transit web site at <a href="http://www.soundtransit.org">www.soundtransit.org</a>
2.	Gen			What responsibility does each of the seven agencies have in the contract award process?	KC is the lead agency to administer the procurement process. Each of the 7 agencies will fully participate in all stages of proposal evaluation and contract award.
3.	Gen			Does the in-vehicle equipment in support of the RFCS include a new state of the art farebox?	The requirements for in-vehicle equipment allow for innovation in meeting farebox requirements
4.	Gen			Has this technology and the potential products been successfully demonstrated to the association and if so, by who?	Yes. It is not appropriate for the association to reference specific vendors.
5.	Gen			Has this technology been successfully implemented in a similar environment?	It is the proposer's responsibility to research the market for equipment which meets the association's requirements.
6.	Gen			Has the Association done any risk assessment related to this type of application of Smart Card Technology? If so, is the risk assessment available?	The Association has published no studies which it has entitled a "risk assessment".
7.	Gen			Are there any limits to liability?	Response provided on April 2 <sup>nd</sup> .
8.	Gen			How does the Association provide for the detection of fraudulent cards?	The proposer will provide for the detection of fraudulent cards in their proposal related to security requirements.
9.	Gen			What State and Federal funding approvals have been received for this project? What approvals are still required for full funding to be obtained?	The association will utilize local, state, federal and private funds to finance the system. The association does not discuss its definition of "full funding" and will continue to seek funds throughout the Project implementation phase to address additional applications and future phases.
10.	Gen			For those agencies participating in the RFCP, is there a documented Y2K readiness plan in place within each organization?	The FTA requires the agencies to be Y2K compliant. Further information to be provided on April 2.
11.	Gen			Please identify the current non-operator fare media sales locations. What sales agreements are in place (i.e. Commission, Prepay, Consignment)?	Response to be provided on April 2. It is not the intent of the association to duplicate the current retail outlet structure.
12.	Gen			Terms and Conditions Will the Association agree to limitation for consequential or indirect damages?	Response provided on April 2 <sup>nd</sup> .

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13.	Gen			Equipment and Services Requirements How will non-fare card applications be evaluated during the bid evaluation, given there is no fixed response criteria provided?	Section 14 applications will be evaluated. Section 15 applications will not. The RFP will be amended to correct an error which indicates a KC badging application in Section 14.
14.	Gen			Equipment and Services Requirements What standard commercial data format would the Association accept as a common interface to the various Agency legacy MIS systems? Specifying a common interface will assist with a fair bid comparison.	Response provided on April 2 <sup>nd</sup> .
15.	Gen			Equipment and Services Requirements What mechanism does the Association plan on using to ensure that GFI cooperates to enable cost effective integration? We recommend some type of contractual agreement. In the absence of this agreement, would the Association accept the integration activity as a separate line item on the evaluation price sheet?	Response provided on April 2 <sup>nd</sup> .
16.	Gen			Equipment and Services Requirements Would the Association accept suitable alternatives to J1708 and LonWorks™ for the on-bus networking?	No.
17.	Gen			Equipment and Services Requirements Please clarify the degree of conformance required for the ITS and TCIP standards.	The National ITS Architecture and TCIP components are still emerging as standards. The equipment should be developed in the spirit of open architecture to the extent possible given the current state of the standards development at the time.
18.	Gen			Equipment and Services Requirements Would the Association accept a WDOL function integrated into another component (e.g. The VLU), rather than being a separate unit?	Yes
19.	Gen			Equipment and Services Requirements Please specify water and dust protection requirements by referring to industry standards.	Response provided on April 2 <sup>nd</sup> .
20.	Gen		III-9	Equipment and Services Requirements What are the low transaction volume MTBF values for Figure III-1.1	An upcoming amendment will revise Figure III-1.1 to address low transaction volumes. Proposers are referred to the sections noted in Figure III-1.1 for the specific low transaction volume reliability values.
21.	Gen	3.1-74		Terms and Conditions Would the Association accept a performance bond in lieu of a letter of credit?	Response provided on April 2 <sup>nd</sup> .
22.	Gen	3.1-58 (a)		Terms and Conditions Will the Association deem withdrawal of funding (as per 3.1-58 (c) to be a termination for convenience?	Response provided on April 2 <sup>nd</sup> .
23.	Gen	3.1-49		Terms and Conditions How does the Association reconcile the logical conflict between the 'most favored customer' warranty, and a competitive price bid tender?	We expect proposed prices to not exceed the prices firms charge for similar products/services, in similar quantities, under similar terms and conditions.

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24.	Gen	3.1-32		Terms and Conditions Will the Association agree to provide a pricing line item to allow the price surcharge to be assessed for the license rights requested in 3.1-32?	Response provided on April 2 <sup>nd</sup> .
25.	Gen	3.1-29		Terms and Conditions How will the Contractor be compensated for costs incurred due to delays or interruptions caused by the Association?	Response provided on April 2 <sup>nd</sup> .
26.	Gen	3.1-27 (d)		Terms and Conditions Would the Association agree to make the Contractor's schedule part of the contract documents?	Response provided on April 2 <sup>nd</sup> .
27.	Gen	3.1-5		Terms and Conditions How will the Contractor be compensated for costs incurred due to changes in government rules?	Change order, if the change in government rules impacts the project requirements.
28.	Gen	6.III-2.3.1 (f)		Equipment and Services Requirements Would the Association consider a line item in the evaluation price sheet for possible costs associated with changing card supplier?	Response provided on April 2 <sup>nd</sup> .
29.	I	Fare (e)	I-19	Requires the RCFS to give the bus operators the ability to reverse a stored value fare transaction. Typically value loading is conducted at devices that are online to a central location that houses an HSAM for security reasons. Enabling this function on an FTP or PFTP poses a serious potential security liability for the Association. Was the intent to only allow bus operators, WSF seller, ST fare inspectors or customer service representatives to complete a reversal function at an online CST? Please clarify.	No. The requirement is to allow bus, ferry or rail personnel to reverse a single transaction at the point of payment, within time restrictions, for customer convenience. This action would take place off-line "in the field" or on-line at a CST. Individual agency policy, combined with the requirements to provide an audit trail and the ability to enable/disable the function, will govern its use.
30.	I	Price IX	Price-11	In order to provide annual costs as outlined, the proposer requests that the Association provide a volume and usage assumption model for the 10-year period. This would include the Association's assumptions on cards issued, card distribution, revalue transactions, payment transactions, call center volumes, etc.	Please respond per the ranges provided. Current revenue information is included so that the proposer can make assumptions about conversion to smart card.
31.	I	Subsecti on Div III	I-3	Are the agencies (other than Sound and King) interested in the "smart bus" system back plane which fully complies with the data on/off load requirements stated in the "smart card" RFP for future expansion to "smart bus" technology?	Perhaps as a future innovation.
32.	I	(a) Price	Price-2	Typically, design and build contracts include milestone payments to reimburse the contractor for costs occurring during development efforts. The RFP states that equipment purchase, equipment installation, integration and reporting, lump sum costs for phase I, phase II and special program implementation, training development, and optional items are payable after full system acceptance even though the contractor will experience significant cost prior to full system acceptance. Whenever schedules change, complete re-pricing becomes necessary.	Response provided on April 2 <sup>nd</sup> .
33.	I	(b) Price	Price-2	Our understanding of the current price schedule is that the contractor would need to recoup its expenses based on transactional volumes and not on individual events. For example, the customer support center telephone help calls, card distribution are not separate billable items. The contractor would need to recover its cost through transactional volumes. This would introduce significant additional risk to the contractor and will be a significant cost driver.	Response provided on April 2 <sup>nd</sup> .

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				Will the Association change the price schedule to better reflect the project's cost drivers (i.e. price per call above a baseline, price per card distributed at an employer etc.)?	
34.	I	Attachment B	Price Sheet Page 2	Will functionally compliant base proposals which take exception to payment terms and offer alternate payment terms be acceptable?	Proposers are to submit proposals meeting the RFP requirements. In addition, proposers may propose alternatives (including financial) that provide enhancements or advantages to the Association beyond the RFP requirements. Such proposed alternatives must be clearly identified in proposal.
35.	I	Attachment B	Price Sheet Page 3	Setting a range of quantities and pricing without knowing what the minimum purchase quantity will be creates risk and can drive up costs across the board. Prior documents submitted for Industry review had quantities set. Can the Association define the minimum quantities that they will purchase at the completion of phase II?	Response provided on April 2 <sup>nd</sup> .
36.	I	3.1-32(b)(2)	I-95	What are the requirements of the programming interfaces described in Section 2 Division 1 Page 95.	Response provided on April 2 <sup>nd</sup> .
37.	I	2.I-4.3 (5)	I-73	Why is the year 1 definition in section 2.I-4.3 based on the period from full acceptance to December 31 in that same year? This definition may cause significant problems in the lease and other cost calculations and it also creates significant problems as it relates to the price schedules.	Response provided on April 2 <sup>nd</sup> .
38.	I	1.I-7	I-25	Will the guide lines set forth in the Smart Card RFP prevent the contractor or subcontractor from discussing Smart Bus Technology with the Association and all Transit Authority employees?	Response provided on April 2 <sup>nd</sup> .
39.	I	2.I-4.3 (3)	I-73	The proposal states that a 10-year life cycle present value analysis will be utilized in the price evaluation. What rate(s) will be utilized in the present value analysis?	Response provided on April 2 <sup>nd</sup> .
40.	I	2.I-4.1.1	I-47	Will certain selected Association/Agency employees be available for assignment to the test team?	Yes
41.	I	Price V-1	Price-7	In order for the proposer to provide lump sum costs for integration of existing systems and equipment, further detailed specifications and implementation details are requested for each integration efforts identified in the Price Sheet.	Response provided on April 2 <sup>nd</sup> .
42.	I	II.A.2	I-38	Please clarify definition of term "Business Architecture" in Executive Summary requirements (item 2)	Business Architecture is used to mean the business process flow of the RFC system.
43.	I	2.1.41.2	I-65, III-134	King County ID & Bldg Access is listed as a non-fare application in Div I, but as a system expansion in Div III; how should it be treated in the proposal?	An upcoming amendment will eliminate reference to the King County ID & Building Access application under Non-Fare Applications in Division I. Proposals should respond to this application as a system expansion using the criteria and proposal submittal requirements for System Expansion & Potential Future Applications.

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44.	I	1-I-13	I-26	Does the Association require fifteen copies of Attachment B in separate, sealed envelopes?	15 copies of Attachment B (Price Proposal) in one (1) separate sealed envelope.
45.	II	6.II-7.3 (d)	II-45	Please clarify that only reconciliation and not funds movement is required daily. Funds movement can only occur on normal banking days as set by the financial institutions.	Yes. The performance requirement that the Contractor reconcile revenue daily (7 days a week) refers to reconciliation of the revenue and transaction data. Funds movement and reconciliation must still comply with the laws, policies and regulations governing Agency operation as indicated in the cash management requirements.
46.	II	6.II-5.3 (c)	II-36	Please clarify that 100% reconciliation and settlement only applies to those transactions received and validated by the Clearinghouse.	Yes. The performance requirement that revenue be reconciled and settled with 100% accuracy refers to only the transactions received, processed and validated by the Clearinghouse.
47.	II	6.II-5.2.1.3 (c)	II-25	Please clarify that there will be a system-wide upload cutoff time for daily processing regardless of when each Agency performs their daily upload.	Yes. The Clearinghouse can have a system-wide transaction upload cutoff time for daily processing, provided all of the daily processing/business cycle requirements are met.
48.	II	6.II-2.2.1 (j)	II-12	Please clarify the extent of the data to be made available to the institution in lieu of recent privacy concern issues being discussed publicly. It is stated in <i>Division I - Business Rules and Policies</i> under <i>Card Distribution and Issue</i> item (g) that the participating organization in the institutional program will retain the linking information and not the RFCS. This statement appears to contradict the requirement in Division II, please clarify what is required of the contractor in this area.	There is no change planned to the institutional business rules related to linking card serial numbers to their individual holders. The Division I and II references have been reviewed and are in agreement. We do not identify a conflict.
49.	II	11.4.4	II-91	Installation Test Plan has no CDRL number	The Installation Test Plan will be assigned CDRL number 22. See upcoming amendment for final revision.
50.	III	6.III-13.2.2 (b)	III-113	In order for the proposer to provide costs for integration of the client application to Agency legacy systems, further detailed functional requirements and interface specifications are requested for those legacy systems.	Response provided on April 2 <sup>nd</sup> .
51.	III	6.III-11.4.1 (h)	III-94	Item (h) identifies the requirement for the CST to have a card-dispensing module. However, a card-dispensing module is not listed on Figure III-11.1 on the same page. Please clarify.	Response provided on April 2 <sup>nd</sup> .
52.	III	6.III-11.1 (a)	III-88	There is a requirement on page 6.III-29 in section 2.6.2 that chip personalization during card issuance be done in the presence of a SAM. However, in 11.1 (a) it states that a function of the CST will be to initialize and issue cards. Typically that is a function completed by the entity providing card issuance services using something like a DataCard 9000. Figure III-11.1 on page 6.III-94 does not list a need for a SAM on the CST. Please clarify?	Response provided on April 2 <sup>nd</sup> .
53.	III	6.III-11.2.4 (a)	III-92	Normally a card is not issued until it is pulled from inventory after the card issuance process has been completed. Can you please clarify when a card could be issued before it has been initialized?	Response provided on April 2 <sup>nd</sup> .

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54.	III	6.III-9.1	III-64	Is there a requirement for a logic unit computer similar to the on-board VLU for the stand alone FTP?	No.
55.	III	6.III-6.8	III-56	Has the radio manufacturer demonstrated that items i to xii can be accomplished through the radio manufacturers published external interface specification?	Demonstration of these capabilities is included in the MDT Replacement contract scope of work performed by a local contractor, not the radio manufacturer.
56.	III	6.III-6.8 (a)	III-56	If the answer is yes to above question; 1) Is this external interface specification available now and how can it be obtained? 2) Is information available from the Radio manufacturer documenting this demonstration and are details available on the use of this external interface?	Information is anticipated in late-May to early-June.
57.	III	6.III-6.8 (b)	III-56	If the answer is no to above question; Is it the responsibility of the RFCS project manager to ensure that the Radio manufacturer has an acceptable interface to support the RFCS project requirements? If not, whose responsibility is it?	Information is anticipated in late-May to early-June.
58.	III	6.III-6.8 (c)	III-56	When will the King County Metro detail design requirements for the MDT replacement going to be completed? This will have an impact on the contractor's ability to price the response.	Information is anticipated in late-May to early-June.
59.	III	6.III-6.2.1 (f)	III-54	There is a requirement to make the keypad/board configurable to emulate the electronic registering fare box keypad. Can we get current specifications from the fare box manufacturers for estimation purposes?	Response provided on April 2 <sup>nd</sup> .
60.	III	6.III-4.6	III-49	Is it a requirement that the OBFTP meet TCIP approved interfaces?	The National ITS Architecture and TCIP components are still emerging as standards. The equipment should be developed in the spirit of open architecture to the extent possible given the current state of the standards development at the time.
61.	III	6.III-4.6	III-49	Is it acceptable for this to be a proprietary interface?	No.
62.	III	6.III-4.6.1 (a)	III-50	Has the existing Farebox manufacturer demonstrated that item A and item B, of 6.III-4.6.1, can be accomplished through their published external interface specification?	Response provided on April 2 <sup>nd</sup> .
63.	III	6.III-4.6.1 (b)	III-50	If the answer is yes to previous question; 1) Is the external interface specification available now and how can it be obtained? 2) Is information available from the existing Farebox manufacturer documenting this demonstration and are details available on the use of this external interface?	Response provided on April 2 <sup>nd</sup> .
64.	III	6.III-4.6.1 ©	III-50	If the answer is no to question above; Is it the responsibility of the RFCS project manager to ensure that GFI has an acceptable interface to support the RFCS project requirements? If not, whose responsibility is it?	Response provided on April 2 <sup>nd</sup> .
65.	III	6.III-4.1	III-45-47	Are the three required FTP architectures driven by each Transit Authority's funding?	No. They are a reflection of each agencies' business and operating requirements.

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66.	III	2.1.41.2	I-65, III-134	King County ID & Bldg Access is listed as a non-fare application in Div I, but as a system expansion in Div III; how should it be treated in the proposal?	An upcoming amendment will eliminate reference to the King County ID & Building Access application under Non-Fare Applications in Division I. Proposals should respond to this application as a system expansion using the criteria and proposal submittal requirements for System Expansion & Potential Future Applications.
67.	III	6.III-2.7.1	III-29	Sound Transit – can we get detailed specifications on the design of the fare collection equipment, the equipment contractor’s message formats, network protocols, software and infrastructure architecture? Is it an open architecture or a proprietary system? Also what is CDCS in the last sentence?	Response provided on April 2 <sup>nd</sup> .
68.	III	6.III-2.7.2 (b)	III-30	What is the contractor’s responsibility as the card issuer in regards to campus card?	Response provided on April 2 <sup>nd</sup> .
69.	III	3.2.3.2	6-III-38	FTP sound level can be controlled with keystrokes – does this imply that the FTP has a keyboard?	No. The intent is to provide sound level adjustment capability to the operator with minimal interaction from the operator. The requirement allows for innovation.
70.	III	4.6.1	6.III.50	Either DDU can interface to GFI equipment or farebox data needs to be sent to the OBFTP. Can you provide HW and SW specifications for the GFI interface? Do you have rights to modify the GFI software and can these rights be re-assigned to the contractor?	Response provided on April 2 <sup>nd</sup> .
71.	III	6.III-1.3.1 (b)	III-4	This requirement implies that RFCS equipment will be connected to private Agency networks and the contractor is responsible for security of the equipment and data on their private networks. Please clarify the contractor’s responsibilities in this area.	The Contractor is responsible for providing security for RFCS equipment regardless of existing security facilities and systems provided by the Agencies or others. Proposers are referred to the interface diagram in Figure III-12.2 (pg. 6.III-103) and the functional requirements in section III-13.2.2 (pg. 6.III-113) for guidance in this area.
72.	III	6.8	6.III.56	In order to bid the MDT replacement, a specification of the existing HW and SW. Can this be provided? Do you have rights to modify the ARI software as requested, and can these rights be re-assigned to the Contractor?	Further detailed specifications will be provided as they come available. KCM does have the rights to modify the ARI software.
73.	III	9.1	6.III.64	WSF prefers to have a single SAFTP which may handle multiple destinations, perhaps with multiple targets. What is the maximum number of destinations (or targets) for a SAFTP location?	Four (4).
74.	III	11.10	6.III.99	Contractor shall evaluate the feasibility of integration with King County POS hardware and software. Can you provide specifications of the SW?	Response provided on April 2 <sup>nd</sup> .
75.	III	13.2	6.III.11 4-128	There are references to developing the client application such that it is “compatible and integrated with existing systems”, and provides “all appropriate tables”. ST’s transaction interfaces are “subject to change”. Is there any interagency data dictionary that describes which data items are required, their format (for each agency) and integrity constraints?	No. Proposers are referred to Appendices A, E, F, & G for guidance on existing fare policies.

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76.	III	13.2.1.11	6.III.11 2	Double counting of fares – this paragraph suggests that patrons can pay some portion of a fare with cash and the remaining portion with the smart card. Is this a requirement for the system?	Yes
77.	App H			Mobile Data Terminal Replacement Scope of Work Are MDU (Mobile Data Unit) and MDT (Mobile Data Terminal) interchangeable terms?	No. The MDT is the driver display and keypad device that will provide the interface and control for the radio and other devices. The MDU is the processor that supports AVL and data radio communications. It is located in a separate box. AVL shares data with the Automated Passenger Counting (APC) system processor via a LonWorks™ connection
78.	App H			Mobile Data Terminal Replacement Scope of Work Will all software be made available in source readable format as well as schematics, assembly drawings, packaging drawings, and the bill of material for the MDT?	Yes.
79.	App H			Mobile Data Terminal Replacement Scope of Work Are the radio systems on all vehicles of the Association the same?	No. KCM uses a 450 MHz system, CT uses a 800MHz, Pierce uses a 900MHz... etc, etc. King County Metro is currently developing a replacement for the MDT, which is unique to KCM. The resultant design may be installed onto Sound Transit vehicles operated by KCM.